

COUNTY OF ERIE

Local Law No.   4   - 2002  
Local Law Intro. No.   2   - 2002

A LOCAL LAW amending Local Law No. 1-1959, constituting the Erie County Charter, as amended, in relation to the composition of the county legislative districts.<sup>1</sup>

BE IT ENACTED BY LEGISLATURE OF THE COUNTY OF ERIE, AS FOLLOWS:

**Section 1.** Sections 105 and 106 of Article I of Local Law No. 1-1959, as amended by Local Law No. 2-1991, and Section 201 of Article II of Local Law No. 1-1959, as amended by Local Law No. 1-1967, constituting the Erie County Charter, is hereby amended to read as follows:

ARTICLE I  
ERIE COUNTY AND ITS GOVERNMENT

Section 105. Legislative Districts. The County of Erie is hereby divided into fifteen [seventeen] districts[, bounded and] described as follows:

**DISTRICT NO. 1**

Bounded on the west by Lake Erie, being part of the Town of Hamburg except the south part which is in Legislative District 12; all of the City of Lackawanna; and the southwest part of the City of Buffalo contiguous to Legislative Districts 6, 3, and 2; and except Legislative Districts 7 and 11.

The common line between Legislative District 1 and Legislative District 12 is described as follows:

Beginning at the shore line of Lake Erie, the west line of the County of Erie, at its intersection with the centerline of Pleasant Avenue extended to the north; thence southerly, southeasterly, southerly, and generally easterly along the centerline of Pleasant Avenue to its intersection with the centerline of West Pleasant Drive; thence easterly along the centerline of West Pleasant Drive and the centerline extended to the centerline of the New York State Thruway; thence northerly and easterly along the centerline of the New York State Thruway to its intersection with the centerline of South Park Avenue; thence northerly along the centerline of South Park Avenue to its intersection with the centerline of Southwestern Boulevard; thence northeasterly along the centerline of Southwestern Boulevard to its intersection with the centerline of the New York State Thruway; thence northerly along the centerline of the New York State Thruway to its intersection with the centerline of Big Tree Road; thence easterly along the centerline of Big Tree Road to its

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<sup>1</sup> Pursuant to Section 204 of the Erie County Charter, matters to be eliminated from the Charter are enclosed in brackets and new matters to be added to the Charter are underscored.

intersection with the centerline of McKinley Parkway; thence southerly along the centerline of McKinley Parkway to its intersection with the centerline of Bayview Road; thence southeasterly along the centerline of Bayview Road to its intersection with the centerline of Armor Duells Corner Road; thence easterly along the centerline of Armor Duells Corner Road to the east line of the Town of Hamburg.

The common boundary between Legislative District 1 and Legislative District 2 is described as follows:

Beginning at the intersection of the centerline of Broadway with the intersection of the centerline of Bailey Avenue; thence southerly along the centerline of Bailey Avenue to its intersection with the centerline of the former Penn Central Railroad right of way; thence southwesterly along the centerline of the Penn Central Railroad right of way to an extension to the south of Milburn Street in a straight line; thence southerly along Milburn Street extended to its intersection with the centerline of William Street; thence easterly along the centerline of William Street to its intersection with the centerline of New Babcock Street; thence southwesterly along the centerline of New Babcock Street and the centerline extended to the southwest in a straight line to the intersection of the extended centerline of New Babcock Street with the centerline of the former Erie-Lackawanna Railroad; thence southwesterly along the centerline of the Erie-Lackawanna Railroad to its intersection with the former B & C Railroad lands; thence southwesterly along the centerline of the B & C Railroad lands to the centerline of the Niagara Section of the New York State Thruway; thence westerly along the Niagara Section of the New York State Thruway to its intersection with the centerline of Hamburg Street; thence southwesterly along the centerline of Hamburg Street to its intersection with the centerline of South Park Avenue; thence northwesterly along the centerline of South Park Avenue to its intersection with the centerline of Louisiana Street; thence southwesterly along the centerline of Louisiana Street to its intersection with the centerline of O'Connell Street; thence southeasterly along the centerline of O'Connell Street to its intersection with the centerline of Vicennes Street; thence southwesterly along the centerline of Vicennes Street to its intersection with the centerline of Republic Street; thence easterly along the centerline of Republic Street extended to the centerline of the former Erie-Lackawanna Railroad's lands; thence northerly and easterly along the centerline of the Erie-Lackawanna Railroad's lands to its intersection with the centerline of Fitzgerald Street extended to the southwest in a straight line; thence northeasterly along the centerline of Fitzgerald Street to its intersection with the centerline of South Park Avenue; thence along the centerline of South Park Avenue to its intersection with the centerline of the former Penn Central Railroad lines; thence southerly and easterly along the centerline of the former Penn Central Railroad lands to its intersection with the centerline of Tifft Street; thence northeasterly along the centerline of Tifft Street to its intersection with the centerline of Hopkins Street; thence southerly along the centerline of Hopkins Street to its intersection with the centerline of the former B. R. & P. Railroad; thence southeasterly along the centerline of the railroad to its intersection with the north line of the City of Lackawanna; thence easterly along the north line of the City of Lackawanna to its intersection with the west line of the Town of West Seneca.

The common boundary between Legislative District 1 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of the Niagara Section of the New York State Thruway and the projection to the southwest in a straight line of the centerline of Virginia Street; thence southerly and easterly along the centerline of the New York State Thruway to its intersection with the centerline of Main Street; thence northeasterly along the centerline of Main Street to its intersection with the centerline of Eagle Street; thence southeasterly along the centerline of Eagle Street to its intersection with the centerline of Pine Street; thence southwesterly along the centerline of Pine Street to its intersection with the centerline of South Division Street; thence southeasterly along the centerline of South Division Street to its intersection with the centerline of Hamburg Street; thence easterly along the centerline of Hamburg Street to its intersection with the centerline of Jefferson Avenue; thence northeasterly along the centerline of Jefferson Avenue to its intersection with the centerline of Eagle Street; thence southeasterly along the centerline of Eagle Street to its intersection with the centerline of Smith Street; thence northerly along the centerline of Smith Street to its intersection with the centerline of Howard Street; thence easterly along the centerline of Howard Street to its intersection with the centerline of Fillmore Avenue; thence northerly along the centerline of Fillmore Avenue to its intersection with the centerline of William Street; thence westerly along the centerline of William Street to its intersection with the centerline of Wilson Street; thence northerly along the centerline of Wilson Street to its intersection with the centerline of Broadway; thence northeasterly along the centerline of Broadway to its intersection with the centerline of Bailey Avenue.

The common boundary between Legislative District 6 and Legislative District 1 is described as follows:

Beginning at the intersection of the centerline of the Niagara Section of the New York State Thruway and the projection to the southwest in a straight line of the centerline of Virginia Street; thence southwesterly along the centerline of Virginia Street projected to the westerly line of the City of Buffalo.

[All of the City of Lackawanna.

ALSO, all of that portion of the Town of Hamburg bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the Town of Hamburg and the east line of the Town of Hamburg; thence westerly along the north line of the Town of Hamburg to the west line of the Town of Hamburg; thence southerly along the west line of the Town of Hamburg to Birchwood Drive extended; thence south along the center line of each of Birchwood Drive extended and Birchwood Drive to Ganymede Lane; thence easterly along the center line of Ganymede Lane to West Lane; thence southerly along the center line of West Lane to Lake Shore Road; thence southwesterly along the center line of Lake Shore Road to Dover Road; thence south along the center line of Dover Road extended to the Conrail right-of-way; thence northeasterly along the Conrail right-of-way to Pleasant Avenue; thence southerly and easterly along the center line of Pleasant Avenue to West Pleasant Drive; thence easterly on West Pleasant Drive to the New York State Thruway right-of-way; thence northeasterly along said right-of-way to the west line of the

Village of Hamburg at its intersection with the New York State Thruway right-of-way; thence northeasterly along the Hamburg Village line to Camp Road; thence northwest along Camp Road to the more northerly right-of-way line of the New York State Thruway; thence northeasterly along said right-of-way to South Park Avenue; thence north along the center line of South Park Avenue to Southwestern Boulevard; thence northeasterly along the centerline of Southwestern Boulevard to the New York State Thruway right-of-way; thence northerly along said right-of-way to Milestrip Road; thence east along the center line of Milestrip Road to Dickens Road; thence northeasterly along the center line of Dickens Road to Bethford Drive; thence southerly along the center line of Bethford Drive to Milestrip Road; thence east along the center line of Milestrip Road to the east line of the Town of Hamburg; thence northerly along the east line of the Town of Hamburg to the point or place of beginning.

ALSO, all that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of the west line of the City of Buffalo and Virginia Street extended; thence southerly along the west line of the City of Buffalo to the south line of the City of Buffalo; thence east, southerly, easterly, and northerly with all of its meanderings along the south line of the City of Buffalo to the intersection of Dorrance Avenue and the B.R. & P. Railroad; thence northwesterly along the B.R. & P. Railroad to Hopkins Street; thence north along the center line of Hopkins Street to Tift Street; thence westerly and southwesterly along the center line of Tift Street to the Penn Central Railroad; thence northerly along the center line of the Penn Central Railroad to its intersection with South Park Avenue and Fitzgerald Street; thence southerly along the center line of Fitzgerald Street extended to the Erie Lackawanna Railroad; thence southwesterly along the Erie Lackawanna Railroad to Vincennes Street; thence northerly along the center line of Vincennes Street to O'Connell Avenue; thence westerly along the center line of O'Connell Avenue to Louisiana Street; thence northerly along the center line of Louisiana Street to South Park Avenue; thence easterly along the center line of South Park Avenue to Hamburg Street; thence northerly along the center line of Hamburg Street to the New York State Thruway; thence easterly along the center line of the New York State Thruway to the B.C. Railroad; thence northeasterly along the B.C. Railroad to the Erie Lackawanna Railroad; thence northeasterly along the Erie Lackawanna Railroad to Babcock Street extended; thence northeasterly along Babcock Street extended to New Babcock Street; thence northeasterly along the center line of New Babcock Street to William Street; thence west along the centerline of William Street to Milburn Street extended; thence north along the center line of Milburn Street extended to the Penn Central Railroad; thence southwesterly along the Penn Central Railroad to Addison Street; thence westerly along the centerline of Addison Street to Smith Street; thence southerly along the center line of Smith Street to Eagle Street; thence northwesterly along the center line of Eagle Street to Jefferson Avenue; thence southerly along the center line of Jefferson Avenue to South Division Street; thence westerly along the center line of South Division Street to Pine Street; thence northerly along the center line of Pine Street to Eagle Street; thence westerly along the center line of Eagle Street to Washington Street; thence northerly along the center line of Washington Street to West Huron Street; thence westerly along the center line of West Huron Street to Franklin Street; thence northerly along the center line of Franklin Street to West Chippewa Street; thence westerly along the center line of West Chippewa Street to Georgia Street; thence

southwesterly along the center line of Georgia Street to Niagara Street; thence northwesterly along the center line of Niagara Street to Carolina Street thence southwesterly along the center line of Carolina Street to Busti Avenue extended; thence northwesterly along Busti Avenue extended to Virginia Street; thence southwesterly along the center line of Virginia Street extended to the point or place of beginning.]

## **DISTRICT NO. 2**

The south part of the City of Buffalo and the south west part of the Town of Cheektowaga bounded on the west by Legislative District 1, on the north by Legislative Districts 3 and 8, on the east by Legislative District 8, Legislative District 9 and the Town of West Seneca and on the south by Legislative District 1 and the Town of West Seneca.

The common boundary between Legislative District 1 and Legislative District 2 is described as follows:

Beginning at the intersection of the centerline of Broadway with the intersection of the centerline of Bailey Avenue; thence southerly along the centerline of Bailey Avenue to its intersection with the centerline of the former Penn Central Railroad right of way; thence southwesterly along the centerline of the Penn Central Railroad right of way to an extension to the south of Milburn Street in a straight line; thence southerly along Milburn Street extended to its intersection with the centerline of William Street; thence easterly along the centerline of William Street to its intersection with the centerline of New Babcock Street; thence southwesterly along the centerline of New Babcock Street and the centerline extended to the southwest in a straight line to the intersection of the extended centerline of New Babcock Street with the centerline of the former Erie-Lackawanna Railroad; thence southwesterly along the centerline of the Erie-Lackawanna Railroad to its intersection with the former B & C Railroad lands; thence southwesterly along the centerline of the B & C Railroad lands to the centerline of the Niagara Section of the New York State Thruway; thence westerly along the Niagara Section of the New York State Thruway to its intersection with the centerline of Hamburg Street; thence southwesterly along the centerline of Hamburg Street to its intersection with the centerline of South Park Avenue; thence northwesterly along the centerline of South Park Avenue to its intersection with the centerline of Louisiana Street; thence southwesterly along the centerline of Louisiana Street to its intersection with the centerline of O'Connell Street; thence southeasterly along the centerline of O'Connell Street to its intersection with the centerline of Vicennes Street; thence southwesterly along the centerline of Vicennes Street to its intersection with the centerline of Republic Street; thence easterly along the centerline of Republic Street extended to the centerline of the former Erie-Lackawanna Railroad's lands; thence northerly and easterly along the centerline of the Erie-Lackawanna Railroad's lands to its intersection with the centerline of Fitzgerald Street extended to the southwest in a straight line; thence northeasterly along the centerline of Fitzgerald Street to its intersection with the centerline of South Park Avenue; thence along the centerline of South Park Avenue to its intersection with the centerline of the former Penn Central Railroad lines; thence southerly and easterly along the centerline of the former Penn Central Railroad lands to its intersection with the centerline of Tifft Street; thence northeasterly along the centerline of Tifft Street to its intersection with the centerline

of Hopkins Street; thence southerly along the centerline of Hopkins Street to its intersection with the centerline of the former B. R. & P. Railroad; thence southeasterly along the centerline of the railroad to its intersection with the north line of the City of Lackawanna; thence easterly along the north line of the City of Lackawanna to its intersection with the west line of the Town of West Seneca.

The common boundary between Legislative District 2 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of Bailey Avenue with the centerline of Broadway; thence easterly along the centerline of Broadway to the west line of the Town of Cheektowaga.

The common line between Legislative District 2 and Legislative District 8 is described as follows:

Beginning in the centerline of Union Road at its intersection with the centerline of Cayuga Creek; thence northerly along the centerline of Union Road to its intersection with the centerline of William Street; thence westerly along the centerline of William Street to its intersection with the centerline of the New York State Thruway; thence northerly along the New York State Thruway to its intersection with the centerline of the former Lehigh Valley Railroad lands; thence southwesterly along the centerline of the Lehigh Valley Railroad lands to its intersection with the centerline of Harlem Road; thence northerly along the centerline of Harlem Road to its intersection with the centerline of Broadway; thence westerly along the centerline of Broadway to the east line of the City of Buffalo.

The common line between Legislative District 2 and Legislative District 9 is described as follows:

Beginning at the intersection of the centerline of Cayuga Creek with the centerline of Union Road; thence in a generally westerly direction along the centerline of Cayuga Creek to a northeast corner of the Town of West Seneca; thence continuing westerly along the north line of the Town of West Seneca to the east line of the City of Buffalo; thence southerly along the meandering east line of the City of Buffalo to the southeast corner of the City of Buffalo (near the centerline of Dorrance Avenue.)

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of Dorrance Avenue and the B.R.&P. Railroad; thence northwesterly along the B.R.&P. Railroad to its intersection with Hopkins Street; thence northerly along the center line of Hopkins Street to Tift Street; thence westerly and northwesterly along the center line of Tift Street to Penn Central Railroad; thence northerly along the Penn Central Railroad to its intersection with South Park Avenue and Fitzgerald Street; thence southerly along the centerline of Fitzgerald Street extended to the Erie Lackawanna Railroad; thence westerly on the Erie Lackawanna Railroad to Vincennes Street; thence northerly along the center line of Vincennes Street to O'Connell Avenue; thence westerly along the center line of O'Connell Avenue to Louisiana Street; thence northerly along the center line of Louisiana Street to South Park Avenue; thence

easterly along the center line of South Park Avenue to Hamburg Street; thence northerly along the center line of Hamburg Street to the New York State Thruway; thence easterly along the New York State Thruway to the B.C. Railroad; thence northeasterly along the B.C. Railroad to the Erie Lackawanna Railroad; thence northeasterly along the Erie Lackawanna Railroad to its intersection with New Babcock Street extended; thence northeasterly along the center line of New Babcock Street extended to William Street; thence westerly along the centerline of William Street to the intersection of Milburn Street extended; thence northerly along the center line of Milburn Street extended to the Penn Central Railroad; thence northeasterly along the Penn Central Railroad to Bailey Avenue; thence southerly along the center line of Bailey Avenue to Stanley Street; thence easterly along the center line of Stanley Street to Greene Street; thence northerly along the center line of Greene Street to Reimann Street; thence easterly along the center line of Reimann Street to Longnecker Street; thence northerly along the center line of Longnecker Street to King Street; thence northerly and easterly along the center line of King Street to Ideal Street; thence southerly along the centerline of Ideal Street to Reimann Street; thence easterly along the center line of Reimann Street to North Ogden Street; thence northerly along the center line of North Ogden Street to Reimann Street; thence easterly along the center line of Reimann Street to the east line of the City of Buffalo; thence south along the east line of the City of Buffalo to the south line of the City of Buffalo at Dorrance Avenue; thence easterly along the centerline of Dorrance Avenue to the point or place of beginning.]

### **DISTRICT NO. 3**

Part of the City of Buffalo bounded on the east by Cheektowaga and Legislative District 1; on the north by Legislative Districts 7 and 6; on the west by Legislative Districts 6 and 1; and on the south by Legislative Districts 1 and 2.

The common boundary between Legislative District 1 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of the Niagara Section of the New York State Thruway and the projection to the southwest in a straight line of the centerline of Virginia Street; thence southerly and easterly along the centerline of the New York State Thruway to its intersection with the centerline of Main Street; thence northeasterly along the centerline of Main Street to its intersection with the centerline of Eagle Street; thence southeasterly along the centerline of Eagle Street to its intersection with the centerline of Pine Street; thence southwesterly along the centerline of Pine Street to its intersection with the centerline of South Division Street; thence southeasterly along the centerline of South Division Street to its intersection with the centerline of Hamburg Street; thence easterly along the centerline of Hamburg Street to its intersection with the centerline of Jefferson Avenue; thence northeasterly along the centerline of Jefferson Avenue to its intersection with the centerline of Eagle Street; thence southeasterly along the centerline of Eagle Street to its intersection with the centerline of Smith Street; thence northerly along the centerline of Smith Street to its intersection with the centerline of Howard Street; thence easterly along the centerline of Howard Street to its intersection with the centerline of Fillmore Avenue; thence northerly along the centerline of Fillmore Avenue to its intersection with the centerline of William Street; thence

westerly along the centerline of William Street to its intersection with the centerline of Wilson Street; thence northerly along the centerline of Wilson Street to its intersection with the centerline of Broadway; thence northeasterly along the centerline of Broadway to its intersection with the centerline of Bailey Avenue.

The common boundary between Legislative District 6 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of Bryant Street with the centerline of Richmond Avenue; thence southerly along the centerline of Richmond Avenue to its intersection with the centerline of North Street; thence easterly along the centerline of North Street to its intersection with the centerline of Delaware Avenue; thence southwesterly along the centerline of Delaware Avenue to its intersection with the centerline of Allen Street; thence westerly along the centerline of Allen Street to its intersection with the centerline of College Street; thence southerly along the centerline of College Street to its intersection with the centerline of Virginia Street; thence easterly along the centerline of Virginia Street to its intersection with the centerline of Delaware Avenue; thence southerly along the centerline of Delaware Avenue to its intersection with the centerline of Edward Street; thence westerly along the centerline of Edward Street to its intersection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Tupper Street; thence westerly along the centerline of Tupper Street to its intersection with the centerline of Carolina Street; thence southwesterly along the centerline of Carolina Street to its intersection with the centerline of Whitney Place; thence southeasterly along the centerline of Whitney Place to its intersection with the centerline of Georgia Street; thence southwesterly along the centerline of Georgia Street to its intersection with the centerline of Niagara Street; thence northwesterly along the centerline of Niagara Street to its intersection with the centerline of Carolina Street; thence southwesterly along the centerline of Carolina Street to its intersection with the centerline of Trenton Street extended to the southeast in a straight line; thence northwesterly along the Trenton Street extension to its intersection with the centerline of Virginia Street; thence southwesterly along the centerline of Virginia Street and its centerline extended to the centerline of the Niagara Section of the New York State Thruway.

The common boundary line between Legislative District 7 and Legislative District 3 is described as follows:

Beginning in the centerline of East Delevan Avenue at its intersection with the east line of the City of Buffalo; thence westerly along the centerline of East Delevan Avenue to its intersection with the centerline of Chelsea Street; thence southerly along the centerline of Chelsea Street and Chelsea Street extended to the south to its intersection with the centerline of East Ferry Street; thence easterly along the centerline of East Ferry Street to its intersection with the centerline of Kehr Street; thence southerly along the centerline of Kehr Street to its intersection with the centerline of Winslow Avenue; thence westerly along the centerline of Winslow Avenue to the centerline of Fillmore Avenue; thence northerly along the centerline of Fillmore Avenue to its intersection with the centerline of East Ferry Street; thence westerly along the centerline of East Ferry Street to its intersection with the centerline of the Kensington Expressway; thence southerly along the centerline of the Kensington Expressway to its intersection with a projection to the east of the centerline of



Glenwood Avenue extended to the east; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Wohlers Avenue; thence southerly along the centerline of Wohlers Avenue to its intersection with the centerline of East Utica Street; thence westerly along the centerline of East Utica Street to its intersection with the centerline of Roehrer Avenue; thence northerly along the centerline of Roehrer Avenue to its intersection with the centerline of Glenwood Avenue; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Storz Avenue; thence northerly along the centerline of Storz Avenue to its intersection with the centerline of Winslow Avenue; thence westerly along the centerline of Winslow Avenue to its intersection with the centerline of Dupont Street; thence northerly along the centerline of Dupont Street to its intersection with the centerline of Woodlawn Avenue; thence westerly along the centerline of Woodlawn Avenue to its intersection with the centerline of Jefferson Avenue; thence southerly along the centerline of Jefferson Avenue to its intersection with the centerline of Glenwood Avenue; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Chester Street; thence northerly along the centerline of Chester Street to its intersection with the centerline of Woodlawn Avenue; thence westerly along the centerline of Woodlawn Avenue to its intersection with the centerline of Main Street; thence southwesterly along the centerline of Main Street to its intersection with the centerline of Utica Street; thence westerly along the centerline of Utica Street to its intersection with the centerline of Delaware Avenue; thence southwesterly along the centerline of Delaware Avenue to its intersection with the centerline of Bryant Street; thence westerly along the centerline of Bryant Street to the centerline of Richmond Avenue.

The common boundary between Legislative District 2 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of Bailey Avenue with the centerline of Broadway; thence easterly along the centerline of Broadway to the west line of the Town of Cheektowaga.

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of Main Street and Woodlawn Avenue; thence easterly along the center line of Woodlawn Avenue to Chester Street; thence south along the center line of Chester Street to Glenwood Avenue; thence east along the center line of Glenwood Avenue to Jefferson Avenue; thence north along the center line of Jefferson Avenue to Woodlawn Avenue; thence east along Woodlawn Avenue to Dupont Avenue; thence south along the center line of Dupont Avenue to Winslow Avenue; thence east along the center line of Winslow Avenue to Storz Avenue; thence south along the center line of Storz Avenue to Glenwood Avenue; thence east along the center line of Glenwood Avenue to Roehrer Avenue; thence south along the center line of Roehrer Avenue to Utica Street; thence east along the center line of Utica Street to Wohlers Avenue; thence northerly along the center line of Wohlers Avenue to Glenwood Avenue; thence east along the center line of Glenwood Avenue to its intersection with the Kensington Expressway; thence northerly along the center line of the Kensington Expressway to its intersection at East Ferry Street;

thence easterly along the center line of East Ferry Street to Fillmore Avenue; thence south along the center line of Fillmore Avenue to Winslow Avenue; thence east along the center line of Winslow Avenue to Kehr Street; thence north along the center line of Kehr Street to East Ferry Street; thence west along the center line of East Ferry Street to Chelsea Place; thence north along the center line of Chelsea Place to East Delavan Avenue; thence easterly along the center line of East Delavan Avenue to Courtland Street; thence south along the center line of Courtland Street to Easton Avenue; thence east along the centerline of Easton Avenue to the east line of the City of Buffalo at Eggert Road; thence south along the east line of the City of Buffalo to Genesee Street; thence westerly along the center line of Genesee Street to Forman Street; thence south and easterly along the center line of Forman Street to Peace Street; thence south along the center line of Peace Street to Doat Street; thence west along the center line of Doat Street to its intersection with the former Erie Lackawanna Railroad; thence north along the center line of the former Erie Lackawanna Railroad to Moeller Street extended, thence west along the center line of Moeller Street extended to Warring Avenue; thence northerly along the center line of Warring Avenue to Antwerp Street; thence west along the center line of Antwerp Street to Bailey Avenue; thence south along the center line of Bailey Avenue to Doat Street; thence west along the center line of Doat Street to Burgard Place; thence south along the center line of Burgard Place to Fay Street; thence south along the center line of Fay Street to the intersection of the former Penn Central Railroad; thence westerly along the center line of the former Penn Central Railroad to Koons Avenue extended; thence northerly along the center line of Koons Avenue extended to Walden Avenue; thence west along the center line of Walden Avenue to Mills Street; thence south along the center line of Mills Street to Sycamore Street; thence westerly along the center line of Sycamore Street to Strauss Street; thence south along the centerline of Strauss Street to Broadway; thence west along the center line of Broadway to Detroit Street; thence south along the center line of Detroit Street to West Peckham Street; thence west along the center line of West Peckham Street to Smith Street; thence south along the center line of Smith Street to Eagle Street; thence west along the center line of Eagle Street to Jefferson Avenue; thence south along the center line of Jefferson Avenue to South Division Street; thence west along the center line of South Division Street to Pine Street; thence north along the center line of Pine Street to Eagle Street; thence west along the center line of Eagle Street to Washington Street; thence north along the center line of Washington Street to Huron Street; thence westerly along the center line of Huron Street to Franklin Street; thence north along the center line of Franklin Street to West Chippewa Street; thence westerly along the center line of West Chippewa Street to Whitney Place; thence northerly and west along the center line of Whitney Place to Carolina Street; thence northerly and east along the center line of Carolina Street to West Tupper Street; thence east along the center line of West Tupper Street to Main Street; thence north along the center line of Main Street to Virginia Street; thence west along the center line of Virginia Street to Delaware Avenue; thence north along the center line of Delaware Avenue to West Utica Street; thence east along the center line of West Utica Street to Main Street; thence north along the center line of Main Street to the point or place of beginning.]

#### **DISTRICT NO. 4**

All of the Towns of Newstead, Clarence, Amherst, and Cheektowaga, excepting therefrom those portions of the Town of Amherst and the Town of Cheektowaga which lie within Legislative Districts 2, 8, 9, 14 and 15, which exceptions are the westerly portion of the Town of Amherst and the south and west portions of the Town of Cheektowaga.

The common boundary of Legislative District 4 and Legislative District 8 is described as follows:

Beginning at the northeast corner of that part of the Village of Depew which lies within the Town of Cheektowaga in the center of Transit Road; thence westerly along the north line of the Village of Depew to an angle point in the north line of the Village of Depew just northwest of Patsy Lane; thence southerly parallel with Patsy Lane to the centerline of Rehm Road; thence westerly along the centerline of Rehm Road to a northwest corner of the Village of Depew; thence southerly along a west line of the Village of Depew to a north line of the Village of Depew; thence westerly along a north line of the Village of Depew to its intersection with a north-south branch of lands formerly belonging to the New York Central Railroad Company; thence northerly and westerly along the centerline of the railway lands to a projection to the north in a straight line of the rear line of lots on the east side of Satinwood Drive; thence northerly along the rear lines projected to the north to the centerline of Genesee Street; thence westerly along the centerline of Genesee Street to its intersection with the centerline of the Kensington Expressway; thence westerly along the Kensington Expressway to its intersection with the centerline of Union Road; thence northerly along the centerline of Union Road to its intersection with an extension to the east in a straight line of the rear line of lots fronting on the south side of Clearvale Drive; thence westerly along the rear line, as extended, to the centerline of Beach Road; thence northerly along the centerline of Beach Road to its extension to the east of a line drawn along the rear line of lots on the south side of Hemenway Road; thence westerly along the rear line extended in a straight line to the west to the centerline of the New York State Thruway; thence northerly along the centerline of the Thruway to its intersection with the centerline of Huth Road extended to the west.

The common boundary between Legislative District 4 and Legislative District 14 is described as follows:

Beginning at the intersection of the centerline of the New York State Thruway with the centerline of Huth Road; thence northerly along the centerline of the Thruway and the centerline extended to the north in a straight line to the intersection of the extension with the south line of the Town of Amherst.

The common boundary between Legislative District 4 and Legislative District 15 is described as follows:

Beginning at the intersection of the south line of the Town of Amherst with a projection to the north in a straight line of the north-south portion of the New York State Thruway; thence easterly along the irregular south line of the Town of Amherst to its intersection with the centerline of Youngs Road; thence northerly along the centerline of Youngs Road to its intersection with the centerline of Main Street; thence easterly along the centerline of Main Street to the southwest corner of Lot 108, Township 12, Range 7 of the Holland Land Company's Survey; thence northerly along

the west line of Lot 108 to the centerline of Sheridan Drive; thence westerly along the centerline of Sheridan Drive to its intersection with the centerline of Ayer Road; thence northerly along the irregular centerline of Ayer Road to its intersection with the centerline of Klein Road; thence easterly along the centerline of Klein Road to its intersection with the centerline of Paradise Road; thence northerly along the centerline of Paradise Road to its intersection with the centerline of Wellington Drive; thence westerly along the irregular centerline of Wellington Drive to its intersection with the centerline of Hearthstone Drive; thence northerly along the centerline of Hearthstone Drive to its intersection with the centerline of Wood Acres Drive; thence westerly and northerly along the centerline of Wood Acres Drive to its intersection with the centerline of Buttonwood Lane; thence westerly along the centerline of Buttonwood Lane to its intersection with the centerline of Youngs Road Extension; thence northerly along the centerline of Youngs Road Extension to the centerline of the former New York Central Railroad line; thence westerly along the centerline of the railroad to its intersection with the centerline of Hopkins Road; thence northerly along the centerline of Hopkins Road to the north line of the Town of Amherst.

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of the west line of the City of Buffalo and Breckenridge Street extended; thence easterly along the center line of each of Breckenridge Street extended and Breckenridge Street to Grant Street; thence north along the center line of Grant Street to Boyd Street; thence east along the center line of Boyd Street to Parkdale Avenue; thence north along the center line of Parkdale Avenue to Auburn Street; thence east along the center line of Auburn Street to Baynes Street; thence northerly along the center line of Baynes Street to Forest Avenue; thence east along the center line of Forest Avenue to Elmwood Avenue; thence north along the center line of Elmwood Avenue to Middlesex Avenue; thence east along the centerline of Middlesex Avenue to Lincoln Parkway; thence south along the center line of Lincoln Parkway to its intersection with the Scajaquada Expressway; thence easterly along the center line of the Scajaquada Expressway to its intersection with Delaware Avenue; thence northerly along the center line of Delaware Avenue to the center line of the former Penn Central Railroad; thence easterly along the center line of the former Penn Central Railroad to Colvin Avenue; thence northerly along the centerline of Colvin Avenue to Linden Avenue; thence easterly along the center line of Linden Avenue to Parkside Avenue; thence north along the center line of Parkside Avenue to Hertel Avenue; thence east along the center line of Hertel Avenue to Main Street; thence southerly along the center line of Main Street to Amherst Street; thence west along the center line of Amherst Street to Fairfield Street; thence southerly along the center line of Fairfield Street to Main Street; thence southerly along the center line of Main Street to the center line of the former Penn Central Railroad tracks; thence southerly along the centerline of the former Penn Central Railroad tracks to Jewett Avenue; thence northwesterly along the center line of Jewett Avenue to Jewett Parkway; thence northwesterly along the centerline of Jewett Parkway to Crescent Avenue; thence southwesterly along the center line of Crescent Avenue to Florence Avenue; thence southeasterly along the center line of Florence Avenue to Main Street; thence southerly along the center line of Main Street to West Delavan Avenue; thence west along the center line of West Delavan Avenue to Linwood Avenue; thence southerly along the center line of Linwood Avenue to Lafayette Avenue; thence east along the center line of

Lafayette Avenue to Oxford Avenue; thence southerly along the center line of Oxford Avenue to West Ferry Avenue; thence easterly along the center line of West Ferry Avenue to Main Street; thence southerly along the centerline of Main Street to West Utica Avenue; thence easterly along the center line of West Utica Avenue to Delaware Avenue; thence southerly along the center line of Delaware Avenue to Virginia Street; thence easterly along the center line of Virginia Street to Main Street; thence southerly along the center line of Main Street to West Tupper Street; thence easterly along the center line of West Tupper Street to Carolina Street; thence westerly along the center line of Carolina Street to Whitney Place; thence southerly along the center line of Whitney Place to Georgia Street; thence southwesterly along the center line of Georgia Street to Niagara Street; thence northerly along Niagara Street to Carolina Street; thence westerly along the center line of Carolina Street to Busti Avenue extended; thence northerly along the center line of Busti Avenue extended to Virginia Street; thence southwesterly along the center line of Virginia Street extended to the west line of the City of Buffalo; thence northwest and north along the west line of the City of Buffalo to the point or place of beginning.]

## **DISTRICT NO. 5**

The Towns of Sardinia, Holland, Wales, Marilla, Alden, Elma, and Lancaster, excepting therefrom that portion of the Town of Lancaster which lies within District 8, adjacent to Transit Road.

The common boundary of Legislative District 8 and Legislative District 5 is described as follows:

Beginning at the southwest corner of the Town of Lancaster; thence easterly along the south line of the Town of Lancaster to the southeast corner of Lot 98, Township 10, Range 6 of the Holland Land Company's Survey; thence northerly along the east line of Lot 98, Lot 97, Lot 96 to the centerline of Country Place extended to the west in a straight line to the west line of Lot 91; thence easterly along the centerline of Country Place and Country Place extended and along the centerline of Old Post Road to the centerline of Aurora Street; thence northerly along the centerline of Aurora Street to the south line of the Village of Lancaster; thence westerly along the south line of the Village of Lancaster to the southwest corner of the Village of Lancaster; thence northerly along the west line of the Village of Lancaster to the centerline of Como Park Boulevard; thence easterly along the centerline of Como Park Boulevard to its intersection with a west line of the Village of Lancaster; thence northerly along the west line of the Village of Lancaster to the centerline of Walden Avenue; thence easterly along the centerline of Walden Avenue to its intersection with the centerline of Central Avenue; thence northerly and westerly along the centerline of Central Avenue to its intersection with the centerline of Pleasant View Avenue; thence westerly along the centerline of Pleasant View Avenue to the centerline of Transit Road, the west line of the Town of Lancaster.

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of Genesee Street with the east line of the City of Buffalo; thence westerly along the center line of Genesee Street to Forman Street; thence south and

easterly along the center line of Forman Street to Peace Street; thence south along the center line of Peace Street to Doat Street; thence west along the center line of Doat Street to its intersection with the former Erie Lackawanna Railroad tracks; thence north along the center line of the former Erie Lackawanna Railroad tracks to Moeller Street extended; thence west along the center line of Moeller Street extended to Warring Avenue; thence northerly along the center line of Warring Avenue to Antwerp Street; thence westerly along the center line of Antwerp Street to Bailey Avenue; thence south along the center line of Bailey Avenue to Doat Street; thence west along the center line of Doat Street to Burgard Place; thence south along the centerline of Burgard Place to Fay Street; thence south along the center line of Fay Street to the intersection of the former Penn Central Railroad tracks; thence westerly along the center line of the former Penn Central Railroad tracks to Koons Avenue extended; thence northerly along the center line of Koons Avenue extended to Walden Avenue; thence west along the center line of Walden Avenue to Mills Street; thence south along the centerline of Mills Street to Sycamore Street; thence west along the center line of Sycamore Street to Strauss Street; thence south along the center line of Strauss Street to Broadway; thence west along the center line of Broadway to Detroit Street; thence south along the center line of Detroit Street to West Peckham Street; thence west along the center line of West Peckham to Smith Street; thence south along the center line of Smith Street to Addison Street; thence east along the center line of Addison Street to its intersection with the tracks of the former Penn Central Railroad; thence easterly along the center line of the tracks of the former Penn Central Railroad to its intersection with Bailey Avenue; thence southerly along the center line of Bailey Avenue to Stanley Street; thence east along the center line of Stanley Street to Greene Street; thence north along the center line of Greene Street to Reimann Street; thence east along the center line of Reimann Street to Longnecker Street; thence northerly along the center line of Longnecker Street to King Street; thence northerly and east along the center line of King Street to Ideal Street; thence south along the center line of Ideal Street to Reimann Street; thence east along the center line of Reimann Street to North Ogden Street; thence north along the center line of North Ogden Street to Reimann Street; thence east along the center line of Reimann Street to the east line of the City of Buffalo; thence north along the east line of the City of Buffalo to the point or place of beginning.

ALSO, all that portion of the Town of Cheektowaga bounded and enclosed as follows:

COMMENCING at the intersection of the west line of the Town of Cheektowaga and the center line of William Street; thence northerly along the west line of the Town of Cheektowaga to the rear lot lines of lots on the south side of Southgate Road; thence easterly along said lot lines to a point on the rear lot line of the lots on the south side of Southgate Road, and a line projected northerly from the center line of Kenville Road, approximately one hundred eighty feet east and parallel to the west town line of the Town of Cheektowaga; thence southerly along said line to the center line of Kenville Road; thence southerly and easterly along the center line of Kenville Road and then extended easterly to the center line of Harlem Road; thence north along the center line of Harlem Road to the centerline of Homesgarth Avenue; thence east along the center line of Homesgarth Avenue; to Roycroft Boulevard, thence south along the center line of Roycroft Boulevard to Seton Road; thence east along the center line of Seton Road to Woodbridge Avenue; thence north along the center line of Woodbridge Avenue to Huth Road; thence east along the center

line of Huth Road to the center line of the New York State Thruway; thence south along the center line of the New York State Thruway to the rear lot lines of lots on the south of Hemenway Street; thence east along said rear lot lines to Beach Road; thence north along center line of Beach Road to the rear lot lines on the south side of Huth Road; thence east along said rear lot lines to Union Road; thence south along the center line of Union Road to Genesee Street; thence easterly along the center line of Genesee Street to Smith Street; thence southerly along the center line of Smith Street to Broad Street; thence east along the center line of Broad Street to Dick Road; thence southeasterly along the center line of Dick Road to its intersection with the center line of the Scajaquada Creek; thence easterly along the Scajaquada Creek to its intersection with Bahama Lane; thence south along the centerline of Bahama Lane to Zoerb Avenue; thence west along the center line of Zoerb Avenue to Nagel Drive; thence south along the center line of Nagel Drive to Walden Avenue; thence westerly along the center line of Walden Avenue to Union Road; thence north along the center line of Union Road to its intersection with the Scajaquada Creek; thence westerly along the center line of the Scajaquada Creek and all its meanderings to its intersection with the New York State Thruway; thence southerly along the center line of the New York State Thruway to Broadway; thence westerly along the center line of Broadway to Harlem Road; thence south along the center line of Harlem Road to William Street; thence west along the center line of William Street to the point or place of beginning.]

#### **DISTRICT NO. 6**

The north west part of the City of Buffalo, bounded on the north by the Town of Tonawanda; on the east by Legislative Districts 11, 7, and 3; on the south by Legislative District 1; not including Legislative District 2.

The common boundary between Legislative District 6 and Legislative District 1 is described as follows:

Beginning at the intersection of the centerline of the Niagara Section of the New York State Thruway and the projection to the southwest in a straight line of the centerline of Virginia Street; thence southwesterly along the centerline of Virginia Street projected to the westerly line of the City of Buffalo.

The common boundary between Legislative District 6 and Legislative District 3 is described as follows:

Beginning at the intersection of the centerline of Bryant Street with the centerline of Richmond Avenue; thence southerly along the centerline of Richmond Avenue to its intersection with the centerline of North Street; thence easterly along the centerline of North Street to its intersection with the centerline of Delaware Avenue; thence southwesterly along the centerline of Delaware Avenue to its intersection with the centerline of Allen Street; thence westerly along the centerline of Allen Street to its intersection with the centerline of College Street; thence southerly along the centerline of College Street to its intersection with the centerline of Virginia Street; thence easterly along the centerline of Virginia Street to its intersection with the centerline of Delaware Avenue; thence southerly along the centerline of Delaware Avenue to its intersection with the centerline of Edward Street; thence westerly along the centerline of Edward Street to its intersection

with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Tupper Street; thence westerly along the centerline of Tupper Street to its intersection with the centerline of Carolina Street; thence southwesterly along the centerline of Carolina Street to its intersection with the centerline of Whitney Place; thence southeasterly along the centerline of Whitney Place to its intersection with the centerline of Georgia Street; thence southwesterly along the centerline of Georgia Street to its intersection with the centerline of Niagara Street; thence northwesterly along the centerline of Niagara Street to its intersection with the centerline of Carolina Street; thence southwesterly along the centerline of Carolina Street to its intersection with the centerline of Trenton Street extended to the southeast in a straight line; thence northwesterly along the Trenton Street extension to its intersection with the centerline of Virginia Street; thence southwesterly along the centerline of Virginia Street and its centerline extended to the centerline of the Niagara Section of the New York State Thruway.

The common boundary between Legislative District 6 and Legislative District 7 is described as follows:

Beginning at the intersection of the centerline of Claremont Avenue with the centerline of Potomac Avenue; thence southerly along the centerline of Claremont Avenue to its intersection with the centerline of Dorchester Road; thence westerly along the centerline of Dorchester Road to its intersection with the centerline of Richmond Avenue; thence southerly along the centerline of Richmond Avenue to its intersection with the centerline of Bryant Street.

The common boundary between Legislative District 6 and Legislative District 11 is described as follows:

Beginning in the north line of the City of Buffalo at its intersection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Bedford Avenue; thence easterly along the centerline of Bedford Avenue to its intersection with the centerline of Lincoln Parkway; thence southerly along the centerline of Lincoln Parkway to its intersection with the centerline of Middlesex Road; thence westerly along the centerline of Middlesex Road to its intersection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Forest Avenue; thence westerly along the centerline of Forest Avenue to its intersection with the centerline of Claremont Avenue; thence southerly along the centerline of Claremont Avenue to the centerline of Potomac Avenue.

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of the west line of the City of Buffalo and Breckenridge Street extended; thence easterly along the center line of each of Breckenridge Street extended and Breckenridge Street to Grant Street; thence north along the center line of Grant Street to Boyd Street; thence east along the center line of Boyd Street to Parkdale Avenue; thence north along the center line of Parkdale Avenue to Auburn Street; thence east along the center line of Auburn Street to Baynes Street; thence northerly along the center line of Baynes Street to Forest Avenue; thence east along the center line of Forest Avenue to Elmwood Avenue; thence north along the center line



of Elmwood Avenue to Middlesex Avenue; thence east along the centerline of Middlesex Avenue to Lincoln Parkway; thence south along the center line of Lincoln Parkway to its intersection with the Scajaquada Expressway; thence easterly along the center line of the Scajaquada Expressway to its intersection with Delaware Avenue; thence northerly along the center line of Delaware Avenue to the center line of the former Penn Central Railroad; thence easterly along the center line of the former Penn Central Railroad to Colvin Avenue; thence northerly along the centerline of Colvin Avenue to Linden Avenue; thence easterly along the center line of Linden Avenue to Parkside Avenue; thence north along the center line of Parkside Avenue to Hertel Avenue; thence east along the center line of Hertel Avenue to Main Street; thence northerly along the center line of Main Street to the former Erie Lackawanna Railroad tracks; thence northerly and westerly along the former Erie Lackawanna Railroad tracks to its intersection with Starin Avenue; thence north along the centerline of Starin Avenue to St. Lawrence Avenue; thence west along the center line of St. Lawrence Avenue to Hobmoor Avenue; thence south along the center line of Hobmoor Avenue extended to Taunton Place; thence west along the center line of Taunton Place to Colvin Avenue; thence north along the center line of Colvin Avenue to its intersection with the north line of the City of Buffalo; thence west and northwesterly along the north line of the City of Buffalo to the west line of the City of Buffalo; thence southwesterly and south along the west line of the City of Buffalo to the point or place of beginning.]

#### **DISTRICT NO. 7**

The north east corner of the City of Buffalo bounded on the north by the Town of Amherst and Legislative District 11; on the east by the Town of Cheektowaga; on the south by Legislative District 3; and on the west by Legislative Districts 6 and 11.

The common boundary line between Legislative District 7 and Legislative District 11 is described as follows:

Beginning at the intersection of the north line of the City of Buffalo with the centerline of Bailey Avenue; thence southerly along the centerline of Bailey Avenue to its intersection with the centerline of Winspear Avenue; thence westerly along the centerline of Winspear Avenue to its intersection with the centerline of Northrup Place; thence southerly and westerly along the centerline of Northrup Place to its intersection with the centerline of Main Street; thence northeasterly along the centerline of Main Street to its intersection with the centerline of West Winspear Avenue; thence westerly along the centerline of West Winspear Avenue and West Winspear Avenue extended to the lands of the former Erie-Lackawanna Railroad; thence southeasterly along the centerline of the lands of the former Erie-Lackawanna Railroad to its intersection with the centerline of Main Street; thence southwesterly along the centerline of Main Street to its intersection with the centerline of Amherst Street; thence westerly along the centerline of Amherst Street to its intersection with the centerline of Fairfield Street; thence southeasterly along the centerline of Fairfield Street to its intersection with the centerline of Main Street; thence southwesterly along the centerline of Main Street to its intersection with the centerline of West Delevan Avenue; thence westerly along the centerline of West Delevan Avenue to its intersection with the centerline of Elmwood Avenue; thence northerly along the centerline of Elmwood Avenue to its intersection with the centerline of Potomac Avenue;

thence westerly along the centerline of Potomac Avenue to its intersection with the centerline of Claremont Street.

The common boundary line between Legislative District 7 and Legislative District 3 is described as follows:

Beginning in the centerline of East Delevan Avenue at its intersection with the east line of the City of Buffalo; thence westerly along the centerline of East Delevan Avenue to its intersection with the centerline of Chelsea Street; thence southerly along the centerline of Chelsea Street and Chelsea Street extended to the south to its intersection with the centerline of East Ferry Street; thence easterly along the centerline of East Ferry Street to its intersection with the centerline of Kehr Street; thence southerly along the centerline of Kehr Street to its intersection with the centerline of Winslow Avenue; thence westerly along the centerline of Winslow Avenue to the centerline of Fillmore Avenue; thence northerly along the centerline of Fillmore Avenue to its intersection with the centerline of East Ferry Street; thence westerly along the centerline of East Ferry Street to its intersection with the centerline of the Kensington Expressway; thence southerly along the centerline of the Kensington Expressway to its intersection with a projection to the east of the centerline of Glenwood Avenue extended to the east; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Wohlers Avenue; thence southerly along the centerline of Wohlers Avenue to its intersection with the centerline of East Utica Street; thence westerly along the centerline of East Utica Street to its intersection with the centerline of Roehrer Avenue; thence northerly along the centerline of Roehrer Avenue to its intersection with the centerline of Glenwood Avenue; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Storz Avenue; thence northerly along the centerline of Storz Avenue to its intersection with the centerline of Winslow Avenue; thence westerly along the centerline of Winslow Avenue to its intersection with the centerline of Dupont Street; thence northerly along the centerline of Dupont Street to its intersection with the centerline of Woodlawn Avenue; thence westerly along the centerline of Woodlawn Avenue to its intersection with the centerline of Jefferson Avenue; thence southerly along the centerline of Jefferson Avenue to its intersection with the centerline of Glenwood Avenue; thence westerly along the centerline of Glenwood Avenue to its intersection with the centerline of Chester Street; thence northerly along the centerline of Chester Street to its intersection with the centerline of Woodlawn Avenue; thence westerly along the centerline of Woodlawn Avenue to its intersection with the centerline of Main Street; thence southwestly along the centerline of Main Street to its intersection with the centerline of Utica Street; thence westerly along the centerline of Utica Street to its intersection with the centerline of Delaware Avenue; thence southwestly along the centerline of Delaware Avenue to its intersection with the centerline of Bryant Street; thence westerly along the centerline of Bryant Street to the centerline of Richmond Avenue.

The common boundary between Legislative District 6 and Legislative District 7 is described as follows:

Beginning at the intersection of the centerline of Claremont Avenue with the centerline of Potomac Avenue; thence southerly along the centerline of Claremont Avenue to its intersection with the centerline of Dorchester Road; thence westerly along the centerline of Dorchester Road to its

intersection with the centerline of Richmond Avenue; thence southerly along the centerline of Richmond Avenue to its intersection with the centerline of Bryant Street.

[All that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of Main Street and Woodlawn Avenue; thence easterly along the center line of Woodlawn Avenue to Chester Street; thence south along the center line of Chester Street to Glenwood Avenue; thence east along the center line of Glenwood Avenue to Jefferson Avenue; thence north along the center line of Jefferson Avenue to Woodlawn Avenue; thence east along the center line of Woodlawn Avenue to Dupont Street; thence south along the center line of Dupont Street to Winslow Avenue; thence east along the center line of Winslow Avenue to Storz Avenue; thence south along the center line of Storz Avenue to Glenwood Avenue; thence east along the center line of Glenwood Avenue to Roehrer Avenue; thence south along the center line of Roehrer Avenue to East Utica Street; thence easterly along the center line of East Utica Street to Wohlers Avenue; thence northerly along the center line of Wohlers Avenue to Glenwood Avenue; thence east along the center line of Glenwood Avenue to its intersection with the Kensington Expressway; thence northerly along the center line of the Kensington Expressway to its intersection with East Ferry Street; thence east along the center line of East Ferry Street to Fillmore Avenue; thence south along the center line of Fillmore Avenue to Winslow Avenue; thence east along the center line of Winslow Avenue to Kehr Street; thence north along the center line of Kehr Street to East Ferry Street; thence west along the center line of East Ferry Street to Chelsea Place; thence north along the center line of Chelsea Place to East Delavan Avenue; thence easterly along the center line of East Delavan Avenue to Courtland Street; thence north along the center line of Courtland Street to Easton Avenue; thence east along the centerline of Easton Avenue to the east line of the City of Buffalo; thence north along the east line of the City of Buffalo and all its meanderings to the north line of the City of Buffalo; thence westerly along the meanderings of the north line of the City of Buffalo to its intersection with Allenhurst Road; thence southeasterly along the center line of Allenhurst Road to Main Street; thence southwesterly along the center line of Main Street to Englewood Avenue; thence northwesterly along the center line of Englewood Avenue to Cornell Street; thence southwesterly along the center line of Cornell Street to Tyler Street; thence northwesterly along the center line of Tyler Street to Mildred Street; thence north along the center line of Mildred Street to Merrimac Street; thence west along the centerline of Merrimac Street extended to its intersection with the former Erie Lackawanna Railroad tracks; thence southerly along the former Erie Lackawanna Railroad tracks to Main Street; thence southerly along the center line of Main Street to Amherst Street; thence west along the center line of Amherst Street to Fairfield Street; thence southerly along the center line of Fairfield Street to Main Street; thence south along the centerline of Main Street to the former Penn Central Railroad tracks; thence south along the center line of the former Penn Central Railroad tracks to Jewett Avenue; thence northerly and west along the center line of Jewett Avenue to Jewett Parkway; thence northerly and west along the center line of Jewett Parkway to Crescent Avenue; thence southerly along the center line of Crescent Avenue to Florence Avenue; thence easterly along the center line of Florence Avenue to Main Street; thence southerly along the center line of Main Street to West Delavan Avenue; thence westerly along the center line of West Delavan Avenue to Linwood Avenue; thence south along the

center line of Linwood Avenue to Lafayette Avenue; thence east along the center line of Lafayette Avenue to Oxford Avenue; thence south along the center line of Oxford Avenue to West Ferry Street; thence east along the center line of West Ferry Street to Main Street; thence south along the center line of Main Street to the point or place of beginning.]

## **DISTRICT NO. 8**

Part of the Towns of Cheektowaga and Lancaster; bounded on the west by the City of Buffalo; on the north by Legislative Districts 14 and 4; on east by Legislative District 5; and on the south by Legislative Districts 9 and 2.

The common boundary between Legislative District 14 and Legislative District 8 is described as follows:

Beginning at a point in the west line of the Town of Cheektowaga at its intersection with a projection to the west of the rear line of lots on the south side of Southgate Road; thence easterly along the south lot lines to a projection to the north in a straight line of the centerline of that part of the westerly part of Kenville Road which runs north and south; thence southerly and easterly along the centerline of Kenville Road and Kenville Road extended easterly in a straight line to the centerline of Harlem Road; thence along the centerline of Harlem Road to the centerline of Homesgarth Avenue; thence east along the centerline of Homesgarth Avenue to the centerline of Roycroft Boulevard; thence southerly along the centerline of Roycroft Boulevard to the centerline of Seton Road; thence east along the centerline of Seton Road to the centerline of Woodbridge Avenue; thence north along the centerline of Woodbridge Avenue to the centerline of Huth Road; thence east along the centerline of Huth Road to the centerline of the New York State Thruway.

The common boundary of Legislative District 4 and Legislative District 8 is described as follows:

Beginning at the northeast corner of that part of the Village of Depew which lies within the Town of Cheektowaga in the center of Transit Road; thence westerly along the north line of the Village of Depew to an angle point in the north line of the Village of Depew just northwest of Patsy Lane; thence southerly parallel with Patsy Lane to the centerline of Rehm Road; thence westerly along the centerline of Rehm Road to a northwest corner of the Village of Depew; thence southerly along a west line of the Village of Depew to a north line of the Village of Depew; thence westerly along a north line of the Village of Depew to its intersection with a north-south branch of lands formerly belonging to the New York Central Railroad Company; thence northerly and westerly along the centerline of the railway lands to a projection to the north in a straight line of the rear line of lots on the east side of Satinwood Drive; thence northerly along the rear lines projected to the north to the centerline of Genesee Street; thence westerly along the centerline of Genesee Street to its intersection with the centerline of the Kensington Expressway; thence westerly along the Kensington Expressway to its intersection with the centerline of Union Road; thence northerly along the centerline of Union Road to its intersection with an extension to the east in a straight line of the rear line of lots fronting on the south side of Clearvale Drive; thence westerly along the rear line, as extended, to the centerline of Beach Road; thence northerly along the centerline of Beach Road to its

extension to the east of a line drawn along the rear line of lots on the south side of Hemenway Road; thence westerly along the rear line extended in a straight line to the west to the centerline of the New York State Thruway; thence northerly along the centerline of the Thruway to its intersection with the centerline of Huth Road extended to the west.

The common boundary of Legislative District 8 and Legislative District 5 is described as follows:

Beginning at the southwest corner of the Town of Lancaster; thence easterly along the south line of the Town of Lancaster to the southeast corner of Lot 98, Township 10, Range 6 of the Holland Land Company's Survey; thence northerly along the east line of Lot 98, Lot 97, Lot 96 to the centerline of Country Place extended to the west in a straight line to the west line of Lot 91; thence easterly along the centerline of Country Place and Country Place extended and along the centerline of Old Post Road to the centerline of Aurora Street; thence northerly along the centerline of Aurora Street to the south line of the Village of Lancaster; thence westerly along the south line of the Village of Lancaster to the southwest corner of the Village of Lancaster; thence northerly along the west line of the Village of Lancaster to the centerline of Como Park Boulevard; thence easterly along the centerline of Como Park Boulevard to its intersection with a west line of the Village of Lancaster; thence northerly along the west line of the Village of Lancaster to the centerline of Walden Avenue; thence easterly along the centerline of Walden Avenue to its intersection with the centerline of Central Avenue; thence northerly and westerly along the centerline of Central Avenue to its intersection with the centerline of Pleasant View Avenue; thence westerly along the centerline of Pleasant View Avenue to the centerline of Transit Road, the west line of the Town of Lancaster.

The common boundary line between Legislative District 9 and Legislative District 8 is described as follows:

Beginning at the southeast corner of the Town of Cheektowaga; thence northerly along the east line of the Town of Cheektowaga to its intersection a projection to the east of the rear lot lines of lots on the south side of Madeira Drive; thence westerly along the rear lot lines of Madeira Drive to the rear lot lines on the east side of Dubonet Drive; thence southerly along the rear lines of lots on the east side of Dubonet Drive to the rear line projected to the east of lots on the south side of Dubonet Drive; thence westerly along the rear lines of the lots on the south side of Dubonet Drive to the intersection of the projected rear lot lines with the projected rear lot line of lots on the westerly side of Dubonet Drive; thence northerly along the rear lot lines of lots on the west side of Dubonet Drive to the rear lot line of lots on the north side of Davidson Drive; thence westerly along the rear line of lots on Davidson Drive projected to the centerline of Borden Road; thence northerly along the centerline of Borden Road to a projection to the east in a straight line of the rear lot lines of lots on the south side of Losson Road; thence westerly along the rear lot lines of lots on the south side of Losson Road to a projection to the north in a straight line of the rear line of lots on the east side of Woodgate Drive; thence southerly along the projection of the rear line of lots on the east side of Woodgate Drive and the rear lot lines on the east side of Woodgate Drive to a projection to the east and west of the rear lines of lots on the north side of Barbados Drive (south); thence westerly along the rear lot lines on the north side of Barbados Drive (south) to the rear lot line of lots on the west side of the westerly most portion of Barbados Drive projected to the north and south; thence

southerly along the projection of rear lot lines on the westerly most portion of Barbados Drive to the rear lot lines of lots on the north side of Le Havre; thence westerly along the rear line of lots on the north side of Le Havre and the rear lot lines projected to the west to a line drawn along the westerly lot line of lots on Mayberry Drive West which line is projected to the north in a straight line to the former railroad lands; thence northeasterly along the railroad lands to their intersection with the centerline of Losson Road; thence westerly along the centerline of Losson Road to its intersection with the centerline of Union Road; thence northerly along the centerline of Union Road to the centerline of Cayuga Creek.

The common line between Legislative District 2 and Legislative District 8 is described as follows:

Beginning in the centerline of Union Road at its intersection with the centerline of Cayuga Creek; thence northerly along the centerline of Union Road to its intersection with the centerline of William Street; thence westerly along the center line of William Street to its intersection with the centerline of the New York State Thruway; thence northerly along the New York State Thruway to its intersection with the centerline of the former Lehigh Valley Railroad lands; thence southwesterly along the centerline of the Lehigh Valley Railroad lands to its intersection with the centerline of Harlem Road; thence northerly along the centerline of Harlem Road to its intersection with the centerline of Broadway; thence westerly along the centerline of Broadway to the east line of the City of Buffalo.

[All of that portion of the Town of Cheektowaga bounded and enclosed in the following description:

COMMENCING at the intersection of the east line of the Town of Cheektowaga and the south line of the Town of Cheektowaga; thence westerly, northerly, and westerly along the south line of the Town of Cheektowaga to the west line of the Town of Cheektowaga; thence north along the west line of the Town of Cheektowaga to its intersection with William Street; thence east along the center line of William Street to Harlem Road; thence north along the center line of Harlem Road to Broadway; thence easterly along the center line of Broadway to the New York State Thruway; thence north along the center line of the New York State Thruway to its intersection with the Scajaquada Creek thence easterly along the center line of the Scajaquada Creek to its intersection with Union Road; thence south along the centerline of Union Road to Walden Avenue; thence easterly along the center line of Walden Avenue to Nagel Drive; thence north along the center line of Nagel Drive to Zoerb Avenue; thence east along the center line of Zoerb Avenue to Bahama Lane; thence north along the center line of Bahama Lane to the Scajaquada Creek; thence easterly along the center line of the Scajaquada Creek to its intersection with the west line of the incorporated Village of Depew; thence northwesterly along said west line to the north line of the incorporated Village of Depew; thence easterly, northerly and easterly with all of its meanderings along the north line of the incorporated Village of Depew to its intersection with the east line of the Town of Cheektowaga; thence south along the east line of the Town of Cheektowaga to the point or place of beginning.

ALSO, all that portion of the Town of Lancaster contained within the boundaries of the incorporated Village of Depew.]

## **DISTRICT NO. 9**

All of the Town of West Seneca and the south part of the Town of Cheektowaga; excepting from the Town of Cheektowaga Legislative Districts 2, 8, 14, and 4.

The common line between Legislative District 2 and Legislative District 9 is described as follows:

Beginning at the intersection of the centerline of Cayuga Creek with the centerline of Union Road; thence in a generally westerly direction along the centerline of Cayuga Creek to a northeast corner of the Town of West Seneca; thence continuing westerly along the north line of the Town of West Seneca to the east line of the City of Buffalo; thence southerly along the meandering east line of the City of Buffalo to the southeast corner of the City of Buffalo (near the centerline of Dorrance Avenue.)

The common boundary line between Legislative District 9 and Legislative District 8 is described as follows:

Beginning at the southeast corner of the Town of Cheektowaga; thence northerly along the east line of the Town of Cheektowaga to its intersection a projection to the east of the rear lot lines of lots on the south side of Madeira Drive; thence westerly along the rear lot lines of Madeira Drive to the rear lot lines on the east side of Dubonet Drive; thence southerly along the rear lines of lots on the east side of Dubonet Drive to the rear line projected to the east of lots on the south side of Dubonet Drive; thence westerly along the rear lines of the lots on the south side of Dubonet Drive to the intersection of the projected rear lot lines with the projected rear lot line of lots on the westerly side of Dubonet Drive; thence northerly along the rear lot lines of lots on the west side of Dubonet Drive to the rear lot line of lots on the north side of Davidson Drive; thence westerly along the rear line of lots on Davidson Drive projected to the centerline of Borden Road; thence northerly along the centerline of Borden Road to a projection to the east in a straight line of the rear lot lines of lots on the south side of Losson Road; thence westerly along the rear lot lines of lots on the south side of Losson Road to a projection to the north in a straight line of the rear line of lots on the east side of Woodgate Drive; thence southerly along the projection of the rear line of lots on the east side of Woodgate Drive and the rear lot lines on the east side of Woodgate Drive to a projection to the east and west of the rear lines of lots on the north side of Barbados Drive (south); thence westerly along the rear lot lines on the north side of Barbados Drive (south) to the rear lot line of lots on the west side of the westerly most portion of Barbados Drive projected to the north and south; thence southerly along the projection of rear lot lines on the westerly most portion of Barbados Drive to the rear lot lines of lots on the north side of Le Havre; thence westerly along the rear line of lots on the north side of Le Havre and the rear lot lines projected to the west to a line drawn along the westerly lot line of lots on Mayberry Drive West which line is projected to the north in a straight line to the former railroad lands; thence northeasterly along the railroad lands to their intersection with the

centerline of Losson Road; thence westerly along the centerline of Losson Road to its intersection with the centerline of Union Road; thence northerly along the centerline of Union Road to the centerline of Cayuga Creek.

[All of the Town of Elma. All of the Town of West Seneca.]

## **DISTRICT NO. 10**

All of the Town of Grand Island; all of the City of Tonawanda; and part of the Town of Tonawanda, excepting from the Town of Tonawanda Legislative Districts 11 and 14.

The common boundary between Legislative District 10 and Legislative District 11 is described as follows:

Beginning at the intersection of the centerline of Delaware Avenue with the projection to the west in a straight line of the rear line of lots on the north side of Paramount Parkway; thence southerly along the centerline of Delaware Avenue to its intersection with the centerline of the projection to the east of the rear line of lots on the south side of Lowell Road; thence westerly along the rear line of lots on Lowell Road and rear lines projected westerly to the intersection of the projection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the projection of the rear line of lots on the south side of Thurston Avenue; thence westerly along the rear line of lots on the south side of Thurston Avenue and their projection to the intersection of the projection with the centerline of the former NYC & HR Railroad; thence southwestward along the centerline of the railroad to its intersection with the centerline of Pullman Avenue projected to the west; thence easterly in the centerline of Pullman Avenue to the centerline of Elmwood Avenue; thence northerly along the centerline of Elmwood Avenue to the north line of the Village of Kenmore; thence easterly along the irregular north line of the Village of Kenmore to a northeast corner of the Village of Kenmore; thence southerly along the east line of the Village to its intersection with a north line of the Village of Kenmore; thence easterly along the same north line of the Village of Kenmore to a northeast corner of the Village of Kenmore; thence southerly along the east line of the Village of Kenmore to the north line of the City of Buffalo; thence westerly along the north line of the City of Buffalo to its intersection with the centerline of Elmwood Avenue.

The common boundary between Legislative District 14 and Legislative District 10 is described as follows:

Beginning at the northeast corner of the corner of the City of Tonawanda; thence southerly along the irregular east line of the City of Tonawanda to the southeast corner of the City of Tonawanda; thence westerly along the south line of the City of Tonawanda to the centerline of former Erie Railroad; thence southeasterly along the centerline of the railroad to its intersection with the centerline of the Youngman Highway; thence westerly along the centerline of the Youngman Highway to its intersection with the centerline of Delaware Avenue; thence southeasterly along the centerline of Delaware Avenue to the intersection of the centerline of Delaware Avenue with a projection to the west of the rear lot lines of lots on the north side of Paramount Parkway.



[All the City of Tonawanda. All of the Town of Grand Island.

ALSO, that portion of the Town of Tonawanda bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the Town of Tonawanda and Delaware Avenue; thence southerly along the center line of Delaware Avenue to the rear north lot line of Traverse Boulevard; thence easterly along the rear north lot lines of Traverse Boulevard to their intersection with Jewell Street; thence southerly along the center line of Jewell Street to Traverse Boulevard; thence easterly along the center line of Traverse Boulevard to Colvin Boulevard; thence southerly along the center line of Colvin Boulevard to the north line of the Village of Kenmore; thence westerly along the north line of the Village of Kenmore to Delaware Road; thence continuing west along the center line of Kenwood Road to Delaware Avenue; thence southerly along the center line of Delaware Avenue to Westgate Road; thence westerly along the center line of Westgate Road to Elmwood Avenue; thence southerly along the center line of Elmwood Avenue to Lincoln Boulevard; thence easterly along the center line of Lincoln Boulevard to Eugene Avenue; thence southerly along the center line of Eugene Avenue to Mang Avenue; thence westerly along the center line of Mang Avenue to Elmwood Avenue; thence southerly along the center line of Elmwood Avenue to the south line of the Town of Tonawanda; thence westerly along the south line of the Town of Tonawanda to the west line of the Town of Tonawanda; thence northwesterly and northerly along the west line of the Town of Tonawanda to the north line of the Town of Tonawanda; thence southeasterly and easterly along the north line of the Town of Tonawanda to the point or place of beginning.]

#### **DISTRICT NO. 11**

Part of the Town of Tonawanda; excepting Legislative Districts 10 and 14; and part of the City of Buffalo bordered by Legislative Districts 6 and 7; and excepting Legislative Districts 1, 2, and 3.

The common boundary between Legislative District 10 and Legislative District 11 is described as follows:

Beginning at the intersection of the centerline of Delaware Avenue with the projection to the west in a straight line of the rear line of lots on the north side of Paramount Parkway; thence southerly along the centerline of Delaware Avenue to its intersection with the centerline of the projection to the east of the rear line of lots on the south side of Lowell Road; thence westerly along the rear line of lots on Lowell Road and rear lines projected westerly to the intersection of the projection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the projection of the rear line of lots on the south side of Thurston Avenue; thence westerly along the rear line of lots on the south side of Thurston Avenue and their projection to the intersection of the projection with the centerline of the former NYC & HR Railroad; thence southwestly along the centerline of the railroad to its intersection with the centerline of Pullman Avenue projected to the west; thence easterly in the centerline of Pullman Avenue to the centerline of Elmwood Avenue; thence northerly along the centerline of Elmwood

Avenue to the north line of the Village of Kenmore; thence easterly along the irregular north line of the Village of Kenmore to a northeast corner of the Village of Kenmore; thence southerly along the east line of the Village to its intersection with a north line of the Village of Kenmore; thence easterly along the same north line of the Village of Kenmore to a northeast corner of the Village of Kenmore; thence southerly along the east line of the Village of Kenmore to the north line of the City of Buffalo; thence westerly along the north line of the City of Buffalo to its intersection with the centerline of Elmwood Avenue.

The common line between Legislative District 14 and Legislative District 11 is described as follows:

Beginning at the intersection of the centerline of Delaware Avenue with an extension to the west in a straight line of the rear line lots on the north side of Paramount Parkway; thence easterly along the rear line of lots on the north side of Paramount Parkway to an extension of the centerline of Jewel Street projected to the north in a straight line; thence southerly along the Jewel Street centerline projection and along the centerline of Jewel Street to the centerline of Traverse Boulevard; thence easterly along the centerline of Traverse Boulevard to its intersection with the centerline of Colvin Boulevard; thence southerly along the centerline of Colvin Boulevard to its intersection with the centerline of Sheridan Drive; thence easterly along the centerline of Sheridan Drive to the east line of the Town of Tonawanda; thence southerly along the east line of the Town of Tonawanda to the north line of the City of Buffalo; thence easterly along the north line of the City of Buffalo to the centerline of Main Street; thence northeasterly along the centerline of Main Street to the centerline of Bailey Avenue.

The common boundary line between Legislative District 7 and Legislative District 11 is described as follows:

Beginning at the intersection of the north line of the City of Buffalo with the centerline of Bailey Avenue; thence southerly along the centerline of Bailey Avenue to its intersection with the centerline of Winspear Avenue; thence westerly along the centerline of Winspear Avenue to its intersection with the centerline of Northrup Place; thence southerly and westerly along the centerline of Northrup Place to its intersection with the centerline of Main Street; thence northeasterly along the centerline of Main Street to its intersection with the centerline of West Winspear Avenue; thence westerly along the centerline of West Winspear Avenue and West Winspear Avenue extended to the lands of the former Erie-Lackawanna Railroad; thence southeasterly along the centerline of the lands of the former Erie-Lackawanna Railroad to its intersection with the centerline of Main Street; thence southwesterly along the centerline of Main Street to its intersection with the centerline of Amherst Street; thence westerly along the centerline of Amherst Street to its intersection with the centerline of Fairfield Street; thence southeasterly along the centerline of Fairfield Street to its intersection with the centerline of Main Street; thence southwesterly along the centerline of Main Street to its intersection with the centerline of West Delevan Avenue; thence westerly along the centerline of West Delevan Avenue to its intersection with the centerline of Elmwood Avenue; thence northerly along the centerline of Elmwood Avenue to its intersection with the centerline of Potomac Avenue; thence westerly along the centerline of Potomac Avenue to its intersection with the centerline of Claremont Street.

The common boundary between Legislative District 6 and Legislative District 11 is described as follows:

Beginning in the north line of the City of Buffalo at its intersection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Bedford Avenue; thence easterly along the centerline of Bedford Avenue to its intersection with the centerline of Lincoln Parkway; thence southerly along the centerline of Lincoln Parkway to its intersection with the centerline of Middlesex Road; thence westerly along the centerline of Middlesex Road to its intersection with the centerline of Elmwood Avenue; thence southerly along the centerline of Elmwood Avenue to its intersection with the centerline of Forest Avenue; thence westerly along the centerline of Forest Avenue to its intersection with the centerline of Claremont Avenue; thence southerly along the centerline of Claremont Avenue to the centerline of Potomac Avenue.

[All that portion of the Town of Tonawanda bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the Town of Tonawanda and Delaware Avenue; thence southerly along the center line of Delaware Avenue to the rear north lot line of Traverse Boulevard; thence east along the rear north lots of Traverse Boulevard to Jewell Street; thence south along the center line of Jewell Street to the center line of Traverse Boulevard; thence east along the center line of Traverse Boulevard to Colvin Boulevard; thence south along the centerline of Colvin Boulevard to the north line of the Village of Kenmore; thence westerly along the north line of the Village of Kenmore to its intersection with Delaware Road; thence continuing west along the center line of Kenwood Road to Delaware Avenue; thence southerly along the center line of Delaware Avenue to Westgate Road; thence west along the centerline of Westgate Road to Elmwood Avenue; thence south along the center line of Elmwood Avenue to Lincoln Boulevard; thence east along the center line of Lincoln Boulevard to Eugene Avenue; thence south along the center line of Eugene Avenue to Mang Avenue; thence west along Mang Avenue to Elmwood Avenue; thence south along the center line of Elmwood Avenue to Kenmore Avenue; thence east along the center line of Kenmore Avenue to Niagara Falls Boulevard; thence north along the center line of Niagara Falls Boulevard to Chalmers Avenue; thence west along the center line of Chalmers Avenue to Berkley Street; thence west along the center line of Berkley Street to the rear lot line of lots abutting on the west side of Wendel Avenue; thence south along the rear lot line of lots abutting on the west side of Wendel Avenue to Chelsea Street; thence west along the center line of Chelsea Street to Parkhurst Boulevard; thence northerly along the center line of Parkhurst Boulevard to Briarhurst Drive; thence east along the center line of Briarhurst Drive to Niagara Falls Boulevard; thence north along the center line of Niagara Falls Boulevard to Brighton Road; thence west along the centerline of Brighton Road to Overbrook Avenue; thence northerly along the center line of Overbrook Avenue to the rear lot lines of lots abutting on the south side of Green Acres Road; thence east along the rear lot lines of lots abutting on the south side of Green Acres Road to Niagara Falls Boulevard; thence north along the center line of Niagara Falls Boulevard to the north line of the Town of Tonawanda; thence southwesterly, southerly, and westerly along the north line of the Town of Tonawanda to the point or place of beginning.

ALSO, all that portion of the City of Buffalo bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the City of Buffalo and the center line of Colvin Avenue; thence south along the center line of Colvin Avenue to Taunton Place; thence east along the center line of Taunton Place to Norwalk Avenue; thence north along the center line of Norwalk Avenue to St. Lawrence Avenue; thence east along the center line of St. Lawrence Avenue to Starin Avenue; thence south along the centerline of Starin Avenue to its intersection with the former Erie Lackawanna Railroad; thence easterly along the former Erie Lackawanna Railroad to its intersection with Merrimac Street extended; thence east along the center line of Merrimac Street extended to Mildred Street; thence southwest along the center line of Mildred Street to Tyler Street; thence southeasterly along the center line of Tyler Street to Cornell Street; thence northerly along the center line of Cornell Street to Englewood Avenue; thence southeasterly along the center line of Englewood Avenue to Main Street; thence northeasterly along the centerline of Main Street to Allenhurst Road; thence northwesterly and northerly along the center line of Allenhurst Road to the north line of the City of Buffalo; thence west along the north line of the City of Buffalo to the point or place of beginning.]

## **DISTRICT NO. 12**

All of the Towns of Brant, North Collins, Boston, Eden, Evans, and Hamburg, except the northerly portion of the Town of Hamburg which lies in Legislative District 1.

The common line between Legislative District 1 and Legislative District 12 is described as follows:

Beginning at the shore line of Lake Erie, the west line of the County of Erie, at its intersection with the centerline of Pleasant Avenue extended to the north; thence southerly, southeasterly, southerly, and generally easterly along the centerline of Pleasant Avenue to its intersection with the centerline of West Pleasant Drive; thence easterly along the centerline of West Pleasant Drive and the centerline extended to the centerline of the New York State Thruway; thence northerly and easterly along the centerline of the New York State Thruway to its intersection with the centerline of South Park Avenue; thence northerly along the centerline of South Park Avenue to its intersection with the centerline of Southwestern Boulevard; thence northeasterly along the centerline of Southwestern Boulevard to its intersection with the centerline of the New York State Thruway; thence northerly along the centerline of the New York State Thruway to its intersection with the centerline of Big Tree Road; thence easterly along the centerline of Big Tree Road to its intersection with the centerline of McKinley Parkway; thence southerly along the centerline of McKinley Parkway to its intersection with the centerline of Bayview Road; thence southeasterly along the centerline of Bayview Road to its intersection with the centerline of Armor Duells Corner Road; thence easterly along the centerline of Armor Duells Corner Road to the east line of the Town of Hamburg.

[All of the Town of Evans. All of the Town of Eden.

ALSO, all that portion of the Town of Hamburg bounded and enclosed in the following description:

COMMENCING at the intersection of the east line of the Town of Hamburg and the south line of the Town of Hamburg; thence west along the south line of the Town of Hamburg with all its meanderings to the west line of the Town of Hamburg; thence northerly and easterly along the west line of the Town of Hamburg to its intersection with Birch Wood Drive extended; thence southerly along the center line of Birch Wood Drive to Ganymede Lane; thence easterly along the center line of Ganymede Lane to West Lane; thence southerly along the center line of West Lane to Lake Shore Road; thence southeasterly along the center line of Lake Shore Road to Dover Road; thence southerly along the center line of Dover Road extended to the Conrail right-of-way; thence northeasterly along the Conrail right-of-way to Pleasant Avenue; thence southerly and easterly along the center line of Pleasant Avenue to West Pleasant Drive; thence easterly along the center line of West Pleasant Drive to the New York State Thruway right-of-way; thence easterly along the New York State Thruway right-of-way to the west line of the Village of Hamburg; thence northeasterly along the north west line of the Village of Hamburg to Camp Road; thence northwesterly along the center line of Camp Road to the New York State Thruway right-of-way; thence northeasterly along the New York State Thruway right-of-way to South Park Avenue; thence north along the center line of South Park Avenue to Southwestern Boulevard; thence northeasterly along the center line of Southwestern Boulevard to the New York State Thruway right-of-way; thence northerly along the New York State Thruway right-of-way to the intersection of Milestrip Road; thence east along the center line of Milestrip Road to the intersection of Dickens Road; thence northeasterly along the center line of Dickens Road to Bethford Drive; thence southerly along the center line of Bethford Drive to Milestrip Road; thence east along the center line of Milestrip Road to the east line of the Town of Hamburg; thence southerly along the east line of the Town of Hamburg to the point or place of beginning.

ALSO, all that portion of the Town of Orchard Park bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the Town of Orchard Park and the west line of the Town of Orchard Park; thence southerly and easterly along the west line of the Town of Orchard Park to its intersection with the Southern (219) Expressway right-of-way; thence northeasterly along the centerline of the Southern Expressway until a point one hundred forty-two feet southwest of the intersection with Powers Road; thence westerly along the south property line of lands fronting on Powers Road; thence north along the west line of Lot 20 Township 9 Range 7; thence northerly along the west property line of lands fronting on Murphy Road to the west property line fronting on Duerr Road; thence westerly along lands fronting on California Road and Duerr Road; thence northwesterly along the west property line of lands fronting on California Road to Big Tree Road; thence easterly along the center line of Big Tree Road to the Southern Expressway; thence northerly along the center line of the Southern Expressway to the intersection at Milestrip Road; thence east along Milestrip Road to the intersection of Southwestern Boulevard; thence

northeasterly along Southwestern Boulevard to the center of the North Branch of Smokes Creek; thence northwesterly along the center of the North Branch of Smokes to Lake Avenue; thence west along the center line of Lake Avenue to Bieler Road; thence northerly along the center line of Bieler Road to Berg Road; thence northeasterly along the center line of Berg Road to the north line of the Town of Orchard Park; thence west along the north line of the Town of Orchard Park until the point or place of beginning.]

### **DISTRICT NO. 13**

All of the Towns of Orchard Park, Aurora, Colden, Concord and Collins.

[All of the Towns of Aurora, Colden, Boston, Collins, North Collins and Brant.

ALSO, all that portion of the Town of Orchard Park bounded and enclosed in the following description:

COMMENCING at the intersection of the northern line and western line of the Town of Orchard Park; thence south along the western line of the Town of Orchard Park to the southern line of the Town of Orchard Park; thence west and northwesterly along the southern line of the Town of Orchard Park to its intersection with the center line of the Southern Expressway; thence northerly along the center line of the Southern Expressway to its intersection with the south property line of lands fronting on Powers Road; thence westerly along the south property lines of the lands fronting on Powers Roads to the west line of Lot 20, Township 9, Range 7; thence north along the west line of Lot 20, Township 9, Range 7 to the center line of Powers Road; thence westerly along the center line of Powers Road to the west property line of lands fronting on Murphy Road; thence northerly along the west property line of lands fronting on Murphy Road and continuing northerly along the west property line of lands fronting on Duerr Road to the west property line of lands fronting on California Road; thence northerly along the west property line of lands fronting of California Road to the center line of Big Tree Road; thence easterly along the center line of Big Tree Road to the Southern Expressway; thence northerly along the center line of the Southern Expressway to its intersection with Milestrip Road; thence east along Milestrip Road to Southwestern Boulevard; thence northeasterly along Southwestern Boulevard to the center of the North Branch of Smokes Creek; thence northwesterly along the center of the North Branch of Smokes Creek to the center line of Lake Avenue; thence west along the center line of Lake Avenue to the centerline of Bieler Road; thence north along the center line of Bieler Road to the center line of Berg Road; thence northeasterly along the center line of Berg Road to the north line of the Town of Orchard Park; thence easterly, northerly and easterly along the north line of the Town of Orchard Park to the point or place of beginning.]

## **DISTRICT NO. 14**

Part of the Town of Tonawanda except Legislative Districts 10 and 11; part of the Town of Amherst except Legislative Districts 15 and 4; and part of the Town of Cheektowaga except Legislative Districts 4, 8, 9, and 2.

The common line between Legislative District 14 and Legislative District 11 is described as follows:

Beginning at the intersection of the centerline of Delaware Avenue with an extension to the west in a straight line of the rear line lots on the north side of Paramount Parkway; thence easterly along the rear line of lots on the north side of Paramount Parkway to an extension of the centerline of Jewel Street projected to the north in a straight line; thence southerly along the Jewel Street centerline projection and along the centerline of Jewel Street to the centerline of Traverse Boulevard; thence easterly along the centerline of Traverse Boulevard to its intersection with the centerline of Colvin Boulevard; thence southerly along the centerline of Colvin Boulevard to its intersection with the centerline of Sheridan Drive; thence easterly along the centerline of Sheridan Drive to the east line of the Town of Tonawanda; thence southerly along the east line of the Town of Tonawanda to the north line of the City of Buffalo; thence easterly along the north line of the City of Buffalo to the centerline of Main Street; thence northeasterly along the centerline of Main Street to the centerline of Bailey Avenue.

The common boundary between Legislative District 14 and Legislative District 10 is described as follows:

Beginning at the northeast corner of the corner of the City of Tonawanda; thence southerly along the irregular east line of the City of Tonawanda to the southeast corner of the City of Tonawanda; thence westerly along the south line of the City of Tonawanda to the centerline of former Erie Railroad; thence southeasterly along the centerline of the railroad to its intersection with the centerline of the Youngman Highway; thence westerly along the centerline of the Youngman Highway to its intersection with the centerline of Delaware Avenue; thence southeasterly along the centerline of Delaware Avenue to the intersection of the centerline of Delaware Avenue with a projection to the west of the rear lot lines of lots on the north side of Paramount Parkway.

The common line between Legislative District 15 and Legislative District 14 is described as follows:

Beginning at a point in Tonawanda Creek where it is intersected by the north line of the Town of Tonawanda and a south line of the Town of Amherst; thence easterly along the north line of the Town of Tonawanda to the west line of the Town of Amherst; thence southerly along the west line of the Town of Amherst to the centerline of Willow Ridge Drive; thence easterly along the centerline of Willow Ridge Drive to its intersection with the centerline of Chestnut Ridge Road; thence southerly along the centerline of Chestnut Ridge Road to its intersection with the centerline of Edgewater Drive; thence easterly, northerly and easterly along the centerline of Edgewater Drive to its intersection with the centerline of Kaymar Drive; thence southerly, easterly, and northerly along the irregular centerline of Kaymar Drive to its intersection with the centerline of Willow Ridge

Drive; thence easterly along the centerline of Willow Ridge Drive to its intersection with the centerline of Sweet Home Road; thence southerly and westerly along the centerline of Sweet Home Road to its intersection with the centerline of the Youngman Highway; thence southerly and easterly along the centerline of the Youngman Highway to its intersection with Main Street; thence continuing southerly on a projection to the south in a straight line of the centerline of the Youngman Highway through the lands of the State of New York to the intersection of the Youngman Highway projection with the north line of the Town of Cheektowaga.

The common boundary between Legislative District 14 and Legislative District 8 is described as follows:

Beginning at a point in the west line of the Town of Cheektowaga at its intersection with a projection to the west of the rear line of lots on the south side of Southgate Road; thence easterly along the south lot lines to a projection to the north in a straight line of the centerline of that part of the westerly part of Kenville Road which runs north and south; thence southerly and easterly along the centerline of Kenville Road and Kenville Road extended easterly in a straight line to the centerline of Harlem Road; thence along the centerline of Harlem Road to the centerline of Homesgarth Avenue; thence east along the centerline of Homesgarth Avenue to the centerline of Roycroft Boulevard; thence southerly along the centerline of Roycroft Boulevard to the centerline of Seton Road; thence east along the centerline of Seton Road to the centerline of Woodbridge Avenue; thence north along the centerline of Woodbridge Avenue to the centerline of Huth Road; thence east along the centerline of Huth Road to the centerline of the New York State Thruway.

The common boundary between Legislative District 4 and Legislative District 14 is described as follows:

Beginning at the intersection of the centerline of the New York State Thruway with the centerline of Huth Road projected to the west; thence northerly along the centerline of the Thruway and the centerline extended to the north in a straight line to the intersection of the extension with the south line of the Town of Amherst.

[All that portion of the Town of Tonawanda bounded and enclosed in the following description:

COMMENCING at the intersection of Chalmers Avenue and the east line of the Town of Tonawanda; thence westerly along the center line of Chalmers Avenue to Berkley Street; thence westerly along the center line of Berkley Street to the rear lot lines of the lots abutting on the west side of Wendel Avenue; thence south along the rear lot lines of the lots abutting on the west side of Wendel Avenue to Chelsea Street; thence west along the center line of Chelsea Street to Parkhurst Boulevard; thence northerly along the center line of Parkhurst Boulevard to Briarhurst Drive; thence east along the center line of Briarhurst Drive to Niagara Falls Boulevard; thence south along the center line of Niagara Falls Boulevard to the point or place of beginning; In addition,

COMMENCING at the intersection of Niagara Falls Boulevard and Brighton Road; thence west along the center line of Brighton Road to Overbrook Avenue; thence northerly along the center line of Overbrook Avenue to the rear lot lines of the lots abutting on the south side of Green Acres



Road; thence west along said rear lot lines to the rear lot lines of lots abutting the east side of Fries Road; thence southerly along said rear lot lines to Glenalby Road; thence west along the center line of Glenalby Road to the rear lot lines of lots abutting the west side of Parker Boulevard; thence north along said rear lot lines to the Youngmann Expressway; thence easterly along the center line of the Youngmann Expressway to Niagara Falls Boulevard; thence south along the center line of Niagara Falls Boulevard to the point or place of beginning. ALSO, all that portion of the Town of Amherst bounded and enclosed in the following description:

COMMENCING at the intersection of the west and south lines of the Town of Amherst; thence north along said west line of the Town of Amherst to the north line of the Town of Amherst; thence continuing along the said north line of the Town of Amherst to the center line of Hopkins Road; thence southerly along the center line of Hopkins Road to Londonderry Lane; thence westerly along the center line of Londonderry Lane to Miller Road; thence northerly along the center line of Miller Road to French Road; thence west along the center line of French Road to the intersection of the Niagara, Lockport and Ontario Power Company high power lines; thence southerly along Niagara, Lockport and Ontario Power Company high power lines to its intersection with the New York Central Railroad; thence westerly along the centerline of the New York Central Railroad to the John James Audobon Parkway; thence southerly along the John James Audobon Parkway to its intersection with Ellicott Creek; thence westerly along the meanderings of Ellicott Creek to Skinnersville Road extended; thence west along the center line of Skinnersville Road extended to Sweet Home Road; thence southerly along the center line of Sweet Home Road to its intersection with the Lehigh Valley Railroad; thence southeasterly along the Lehigh Valley Railroad to a point where it intersects the east rear lot lines of Sweet Home Road; thence south, southwest and south along the east rear lot lines of Sweet Home Road to their intersection with Sheridan Drive; thence easterly along the center line of Sheridan Drive to its intersection with the Lehigh Valley Railroad; thence southeasterly along the Lehigh Valley Railroad to its intersection with the east line of Greater Lot Number 11; thence south along the easterly line of Greater Lot Number 11 to Main Street; thence westerly along the center line of Main Street to Washington Highway; thence southerly along the center line of Washington Highway to a point intersecting with the back lot lines of homes on the south side of Kings Highway; thence westerly along the rear lot lines of homes on the south side of Kings Highway to a point intersecting the rear lot lines on the east side of Berryman Drive; thence southerly along the rear lot lines of lots on the east side of Berryman Drive to the south line of the Town of Amherst; thence westerly along the south line of the Town of Amherst to the west line of the Town of Amherst; thence northerly and westerly along the west line of the Town of Amherst with all its meanderings to Main Street; thence southwest along the center line of Main Street to Kenmore Avenue; thence west along the center line of Kenmore Avenue to the point or place of beginning.

ALSO, all that portion of the Town of Cheektowaga bounded and enclosed as follows:

COMMENCING at the intersection of the north line of the Town of Cheektowaga with the west line of the Town of Cheektowaga; thence southerly along the west line of the Town of Cheektowaga to the rear lot lines of lots on the south side of Southgate Road; thence easterly along said lot lines to a point on the rear lot line of the lots on the south side of Southgate Road and a line

projected northerly from the center line of Kenville Road, approximately one hundred eighty feet east and parallel to the westerly town line of the Town of Cheektowaga; thence southerly along said line to the center line of Kenville Road; thence southerly and easterly along the center line of Kenville Road and then extended easterly to the center line of Harlem Road; thence north along the center line of Harlem Road to Homesgarth Avenue; thence east along the center line of Homesgarth Avenue to Roycroft Boulevard; thence south along the center line of Roycroft Boulevard to Seton Road; thence east along the center line of Seton Road to Woodbridge Avenue; thence north along the center line of Woodbridge Avenue to Huth Road; thence east along the center line of Huth Road to the New York State Thruway; thence southerly along the center line of the New York State Thruway to the rear lot lines of lots on the south side of Hemenway Street; then east along said rear lot lines to Beach Road; thence north along the center line of Beach Road to the rear lot lines of lots on the south side of South Huth Road and Huth Road; thence east along said rear lot lines to Union Road; thence north along the center line of Union Road to Cleveland Drive; thence easterly along the center line of Cleveland Drive to Montfort Drive; thence northerly along the center line of Montfort Drive to the north line of the Town of Cheektowaga; thence westerly along the north line of the Town of Cheektowaga to the point or place of beginning.]

#### **DISTRICT NO. 15**

The Town of Amherst except Legislative Districts 14 and 4.

The common line between Legislative District 15 and Legislative District 14 is described as follows:

Beginning at a point in Tonawanda Creek where it is intersected by the north line of the Town of Tonawanda and a south line of the Town of Amherst; thence easterly along the north line of the Town of Tonawanda to the west line of the Town of Amherst; thence southerly along the west line of the Town of Amherst to the centerline of Willow Ridge Drive; thence easterly along the centerline of Willow Ridge Drive to its intersection with the centerline of Chestnut Ridge Road; thence southerly along the centerline of Chestnut Ridge Road to its intersection with the centerline of Edgewater Drive; thence easterly, northerly and easterly along the centerline of Edgewater Drive to its intersection with the centerline of Kaymar Drive; thence southerly, easterly, and northerly along the irregular centerline of Kaymar Drive to its intersection with the centerline of Willow Ridge Drive; thence easterly along the centerline of Willow Ridge Drive to its intersection with the centerline of Sweet Home Road; thence southerly and westerly along the centerline of Sweet Home Road to its intersection with the centerline of the Youngman Highway; thence southerly and easterly along the centerline of the Youngman Highway to its intersection with Main Street; thence continuing southerly on a projection to the south in a straight line of the centerline of the Youngman Highway through the lands of the State of New York to the intersection of the Youngman Highway projection with the north line of the Town of Cheektowaga.

The common boundary between Legislative District 4 and Legislative District 15 is described as follows:

Beginning at the intersection of the south line of the Town of Amherst with a projection to the north in a straight line of the north-south portion of the New York State Thruway; thence easterly along the irregular south line of the Town of Amherst to its intersection with the centerline of Youngs Road; thence northerly along the centerline of Youngs Road to its intersection with the centerline of Main Street; thence easterly along the centerline of Main Street to the southwest corner of Lot 108, Township 12, Range 7 of the Holland Land Company's Survey; thence northerly along the west line of Lot 108 to the centerline of Sheridan Drive; thence westerly along the centerline of Sheridan Drive to its intersection with the centerline of Ayer Road; thence northerly along the irregular centerline of Ayer Road to its intersection with the centerline of Klein Road; thence easterly along the centerline of Klein Road to its intersection with the centerline of Paradise Road; thence northerly along the centerline of Paradise Road to its intersection with the centerline of Wellington Drive; thence westerly along the irregular centerline of Wellington Drive to its intersection with the centerline of Hearthstone Drive; thence northerly along the centerline of Hearthstone Drive to its intersection with the centerline of Wood Acres Drive; thence westerly and northerly along the centerline of Wood Acres Drive to its intersection with the centerline of Buttonwood Lane; thence westerly along the centerline of Buttonwood Lane to its intersection with the centerline of Youngs Road Extension; thence northerly along the centerline of Youngs Road Extension to the centerline of the former New York Central Railroad line; thence westerly along the centerline of the railroad to its intersection with the centerline of Hopkins Road; thence northerly along the centerline of Hopkins Road to the north line of the Town of Amherst.

[All that portion of the Town of Amherst bounded and enclosed in the following description:

COMMENCING at the intersection of Hopkins Road and Londonderry Lane; thence westerly along the center line of Londonderry Lane to Miller Road; thence northerly along the center line of Miller Road to French Road; thence westerly along the center line of French Road to the intersection of the Niagara, Lockport and Ontario Power Company high power lines; thence southerly along the Niagara, Lockport and Ontario Power Company high power lines to its intersection with the New York Central Railroad; thence westerly along the center line of the New York Central Railroad to John James Audobon Parkway; thence southerly along the John James Audobon Parkway to its intersection with Ellicott Creek; thence northeasterly along the meanderings of Ellicott Creek to Skinnersville Road extended; thence west along the center line of Skinnersville Road extended to Sweet Home Road; thence southerly along the center line of Sweet Home Road to its intersection with the Lehigh Valley Railroad; thence southeasterly along the Lehigh Valley Railroad to a point where it intersects the rear lot lines of Sweet Home Road; thence south, southwesterly and south along the rear lot lines of Sweet Home Road to their intersection with Sheridan Drive; thence easterly along the center line of Sheridan Drive to its intersection with the Lehigh Valley Railroad; thence southeasterly along the Lehigh Valley Railroad to its intersection with the east line of Greater Lot Number 11; thence south along the easterly line of Greater Lot Number 11 to Main Street; thence westerly along the center line of Main Street to Washington Highway; thence southerly along the center line of Washington Highway to a point intersecting with the back lot lines of homes on the south side of Kings Highway; thence westerly along the rear lot lines of homes on the south side of Kings Highway to a point intersecting the rear lot lines on the

east side of Berryman Drive; thence southerly along the rear lot lines of lots on the east side of Berryman Drive to the south line of the Town of Amherst; thence easterly along the south line of the Town of Amherst to Youngs Road; thence north along the center line of Youngs Road to Main Street; thence east along the center line of Main Street to the line of Greater Lot Number 108, Township 12, Range Number 7; thence north along the line of Greater Lot Number 108, Township 12, Range Number 7 to its intersection with Sheridan Drive at Ayer Road; thence north along the center line of Ayer Road to Klein Road; thence westerly along the center line of Klein Road to Chaplewoods Drive; thence north along the center line of Chaplewoods Drive to Crown Point Lane; thence northeasterly along the center line of Crown Point Lane to Deer Run Road; thence east along the center line of Deer Run Road to Presentation Drive; thence north along the center line of Presentation Drive to Wellingwood Drive; thence east along the center line of Wellingwood Drive to Hearthstone Drive; thence northerly along the center line of Hearthstone Drive to Wood Acres Drive; thence north and west along the center line of Wood Acres Drive to Buttonwood Lane; thence northwest along the center line of Buttonwood Lane to Youngs Road extension; thence north along the Youngs Road extension to its intersection with the New York Central Railroad; thence westerly along the New York Central Railroad to its intersection with Hopkins Road; thence north along the center line of Hopkins Road to the point or place of beginning.]

#### **[DISTRICT NO. 16**

All that portion of the Town of Amherst bounded and enclosed in the following description:

COMMENCING at the intersection of Youngs Road and the New York State Thruway; thence north along the center line of Youngs Road to Main Street; thence east along the center line of Main Street to the line of Greater Lot Number 108, Township 12, Range Number 7; thence north along the line of Greater Lot Number 108, Township 12, Range Number 7 to its intersection with Sheridan Drive at Ayer Road; thence north along the center line of Ayer Road to Klein Road; thence westerly along the center line of Klein Road to Chapel Woods Drive; thence north along the centerline of Chapel Woods Drive to Crown Point Lane; thence northerly along the center line of Crown Point Lane to Deer Run Road; thence east along the center line of Deer Run Road to Presentation Drive; thence north along the center line of Presentation Drive to Wellingwood Drive; thence east along the center line of Wellingwood Drive to Hearthstone Drive; thence northerly along the center line of Hearthstone Drive to Wood Acres Drive; thence north and west along the center line of Wood Acres Drive to Buttonwood Lane; thence northwest along the center line of Buttonwood Lane to Youngs Road Extension; thence north along the Youngs Road Extension to its intersection with the New York Central Railroad; thence westerly along the New York Central Railroad to its intersection with Hopkins Road; thence north along the center line of Hopkins Road to the north line of the Town of Amherst; thence north and easterly along the north line of the Town of Amherst with all its meanderings to the east line of the Town of Amherst; thence southerly along the east line of the Town of Amherst to its intersection with the New York State Thruway; thence westerly along the center of the New York State Thruway to the point or place of beginning.

ALSO, all of the Town of Clarence.

ALSO, all of the Town of Newstead.

ALSO, all that portion of the Town of Cheektowaga bounded and enclosed in the following description:

COMMENCING at the intersection of the north line of the Town of Cheektowaga and Transit Road; thence southerly along the center line of Transit Road to its intersection with the north line of the incorporated Village of Depew; thence westerly, southerly, and westerly with all of its meanderings along the north line of the incorporated Village of Depew to Dick Road; thence northerly along the center line of Dick Road to Broad Street; thence west along the center line of Broad Street to Smith Street; thence northerly along the center line of Smith Street to Genesee Street; thence westerly along the center line of Genesee Street to Union Road; thence north along the centerline of Union Road to Cleveland Drive; thence easterly along the center line of Cleveland Drive to Montfort Road; thence northerly along the center line of Montfort Road to the north line of the Town of Cheektowaga; thence east, north, and easterly with all of its meanderings along the north line of the Town of Cheektowaga to the point or place of beginning.]

#### [DISTRICT NO. 17

All the Towns of Alden, Concord, Holland, Marilla, Sardinia, Wales, and Lancaster, excepting therefrom that portion of the Town of Lancaster which is enclosed in the incorporated village of Depew.]

Section 106. Legislative Districts, continued. The seventeen legislative districts as previously bounded and described by Local Law No. 2-1991 [Local Law No. 3-1981] shall continue as such for the limited purpose of continuing in office the legislators presently elected from said districts and shall cease to exist as such on January 1, 2004 [January 1, 1992]. For the purpose of the general election of 2003 [1991] and all other purposes, except as herein [before] provided, the County of Erie is divided into fifteen [seventeen] districts[, bounded and] described as contained in section one hundred five herein.

#### ARTICLE II LEGISLATIVE BRANCH

Section 201. County legislature constituted. Until December 31, 2003, the county legislature shall be composed of seventeen [twenty] members who shall be elected one from each of the seventeen [twenty] legislative districts set forth in section one hundred five [hereof] of Local Law 2-1991. Effective January 1, 2004, the county legislature shall be composed of fifteen members who shall be elected one from each of the fifteen legislative districts set forth in section one hundred five hereof. The county legislators representing the seventeen or fifteen [twenty] legislative districts heretofore or herein created , as the case may be, when lawfully convened shall constitute the county legislature, which shall be the legislative and governing body of the county.

**Section 2.** If any clause, sentence, paragraph, section or article of this local law shall be adjudged by any court of competent jurisdiction to be invalid, such determination shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or article thereof directly involved in the proceeding in which such adjudication shall have been rendered.

**Section 3.** The clerk of the Erie County Legislature is hereby authorized and directed to cause a copy of the foregoing local law to be published in the county's official newspapers.

**Section 4.** This local law shall take effect immediately upon filing with the Secretary of State pursuant to Section 27 of the New York State Municipal Home Rule Law after approval by the electors of the County of Erie in accordance with the requirements for conducting a referendum.

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Albert DeBenedetti

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John W. Greenan

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Jeanne Z. Chase

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Steven P. McCarville

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Elise M. Cusack

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Barry A. Weinstein, M.D.

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Michael H. Ranzenhofer

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Dale W. Larson